

~~SECRET~~

581-CAGWU

3 July 1951

SUBJECT: Two Attempted Resupply Drops, LCBatland

TO: Chief, BGRhythm  
Washington, D. C.

Attn: [ ]

Forwarded under separate cover is a report by [ ]  
covering two resupply flights made by the BGRhythm covert crew on  
18 and 19 June 1951.

DECLASSIFIED AND RELEASED BY  
CENTRAL INTELLIGENCE AGENCY  
SOURCE METHOD EXEMPTION 3B28  
NAZI WAR CRIMES DISCLOSURE ACT  
DATE 2007

DOWN GRADE PER  
CLASSIFICATION REVIEW DIVISION  
PAR DDO 1 N 1000

AUTOMATIC

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ENCLOSURE

MEMORANDUM

2 July 1951

SUBJECT: Resupply Attempts, LCBatland, 18-19 June 1951

TO:

FROM:

1. Two attempts were made to drop 12 supply containers to the Pinetree reinforcement team on 18 and 19 June, respectively, in compliance with the pre-conceived, 1951 resupply plan. In neither flight was a drop made. On 19 June, fires and faint signals, both different than the team had been briefed to display and the covert crew briefed to expect, appeared at DZ # 4. The aircraft made six passes over this highly suspected phenomenon but, because of these discrepancies, decided to forego a drop. In the opinion of [redacted] and [redacted] after an exercise of negative deduction, the covert crew, in adhering too rigidly to instructions, misjudged the significance of the garbled lights. It is the consensus they emanated from the Pinetree team. Nevertheless, the June resupply schedule was abandoned. The pressure of other flying commitments and the fact that five aerial penetrations directly to the ZRShower area had been made since April influenced the decision to cease temporarily.

2. The first flight departed LCDrink at 2025 hours local on 18 June, climbed to 8,000 feet ASL cruising altitude, proceeded over Identity (1), then west of Identity (2) to a position of Identity (3), thence to Identity (4). LCBatland was entered from 9,000 feet indicated altitude at 2324 hours local over Identity (5). On a true heading of 68 degrees the flight continued to ZRShower. From there DZ # 1 (Identity 6) was picked up and circled from 5-6,000 feet ASL (800-1,000 feet above the ground) at 2359 hours. All was quiet. Following Identity (7), DZ # 2 (Identity 8) was reached and surveyed at 0020; thence to DZ # 3 (Identity 9) at 0030 hours. Returning to the vicinity of ZRShower, the aircraft veered toward DZ # 1 again, but not directly over it, and scanned the target. There were no lights of any sort. At 0053 a pass was made over ZRShower to discharge some 15,000 Valuable leaflets. Flying directly to DZ # 4 (Identity 10) one light appeared near Identity (7) on the slope of the 553 meter height of Identity (11). The light, similar to the beam of a rather powerful hand torch, was momentary, and once extinguished, it did not reappear. The same thing occurred at the 893 meter peak near Identity (12). On the contrary, DZ # 4, reached at 0058 hours, was desolate. The target was left on a true heading of 234 degrees at 0106 hours. The remaining Valuable leaflets, some 5-8,000, were scattered over the southerly approaches to Identity (13). Exit was made at the original point of entry at 0125 hours from 6,500 feet ASL. The return flight was made on reciprocal headings and the aircraft landed LCDrink at 0410 hours. Total time of flight: 7 hours 45 minutes; total time in LCBatland 2 hours 1 minute. It was reported that the visibility was from poor to fair. Upper air winds were from north to northeast at 20 to 25 mph; no surface winds. The lights of Identity (14) were seen while flying inbound. ZRShower was dark.

3. The second flight departed LCDrink at 2105 hours local on 19 June, continued on course through Identity (1), on west of Identity (2) to a position at Identity (16). There the course was altered to 40 degrees. LCBatland was entered at 0025 hours a shade north of Identity (15) over Identity (17), itself easily recognizable. Flying

/a true course ...

COPY 2 OF 3 Copies

a true course of 100°, Identity (18) was intersected over Identity (19) at 0048 hours. ZRShower, again blacked out, was reached at 0140 hours after a milling flight along the north-south river valley in haze that made pinpointing difficult. DZ # 1 was circled and searched at 0145 hours; # 2 at 0153 hours. The aircraft then checked # 4 at 0202 hours. A triangle of fires was seen on a ledge of Identity (10) about 600 feet from the top. No recognition signals were seen; like all other targets, the search was made from 5-600 feet above the terrain at slow speed - 120 mph. At the sight of this lighted figure (that, for some reason or other, did not resemble the block letter L, which was the reception sign), the crew flew directly to DZ # 3, previously skipped to double-check. Since there were no lights at 0215 hours, the aircraft quickly returned to DZ # 4 (0226 hours) and made five sweeps from 3-400 feet over the area. This time only two fires were seen; a weak light that was not seen the first time over, was now seen to flick on and off rapidly, a movement also unlike the signal expected which was taught as one, long glow at even intervals (two long lights on the second resupply drop, and so on). Unsure of what had been seen, the crew decided against a drop and departed from DZ # 4 at 0230 hours on a true heading of 210 degrees. Course out tracked between Identity (20) and Identity (15). Some 6,000 Valuable leaflets were tossed along this path in the vicinity of the highways and villages between the last mentioned cities. Exit was made over Identity (21) at 0255 hours. The aircraft, following reciprocal headings, landing at home base at 0515 hours. Total flight time: 8 hours 10 minutes; time within LCBatland: 2 hours 30 minutes. The cruising altitude from LCBatland was 8,000 feet indicated; it was 6,000 feet on the return flight. Altitudes inside LCBatland were from 5 to 6,000 feet ASL repeat ASL.

4. Both flights, from the standpoint of enemy reaction, were notably uneventful. However, on the inbound flight at 0028 hours, three large concentrations of lights, similar to the effect given by lighted hangars, were seen in the close vicinity of the Identity (20) aerodrome, which was clearly visible. They formed a semi-circle and were seen again at 0248 hours on the outbound flight. (Note: A check of the aerodrome drawing here did not clearly reveal any such grouping of buildings. One thought occurred that this could be an assembly arrangement for the 10 FJSteal fighters reported to have been shipped in camouflaged crates to LCBatland).

5. An overlay of the actual courses flown and a sketch of DZ # 4 follows. The sketch was done by a crew member.

FORM NO. 35-5  
OCT 1949

INCOMING CLASSIFIED MESSAGE

CENTRAL INTELLIGENCE AGENCY

**TOP SECRET**

PAGE No.

EE 1

FROM:

ROUTINE

TO:

POLICY COORDINATION

12 JULY 51

ACTION:

OPC (1-2-3-4-5-6-7-8-9)

IN 13703 /

EE 1

INFORMATION:

S/C (10-11-12), DDP (13)

EE

*Paraphrase Not Required. Handle as TOP SECRET Correspondence per Pars. 51 (1) 60A AR-380-5*

[ ] 6269

TO: WASHG

CITE: [ ]

BGFIEND

REF 581 CAGWU

IDENTITIES ARE:

1. GULF OF CORINTH
2. CORFU
3. <sup>18</sup>~~45~~ DEGREES 30 MINUTES NORTH 40 DEGREES 30 MINUTES EAST.
4. <sup>18</sup>~~45~~ DEGREES 40 MINUTES NORTH 41 DEGREES 10 MINUTES EAST.
5. GJI 1 RODONIT (ALSO RCVD RODOJMT) AT THE MOUTH OF RIVER MATI.
6. ORIGINAL DZ IN FOREST GJINAJ.
7. RIVER DRIN
8. DZ NEAR KOSTUR
9. DZ IN DEGE VALLEY
10. MAJA 1 ROMJE MOUNTAIN.
11. KOLSH

DOWN GRADE PER  
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□ □ 6269

IN 13703

12. KALIMAQ
13. LESH
14. SHKODER
15. DURRES
16. 40 DEGREES 30 MINUTES NORTH 41 DEGREES 30 MINUTES EAST.
17. AENETA (ALSO ROVD KENETA) E DURREBIT
18. DRIN E SHI (ALSO ROVD ZHI)
19. VILLAGE OF MAZHICE.
20. TIRANE
21. CAPE GACIL SOUTH OF DURRES.

TOP SECRET

TOR: 1340Z 12 JULY 51

INCOMING CLASSIFIED MESSAGE

CENTRAL INTELLIGENCE AGENCY

**SECRET**

PAGE No.

FROM: [ ]  
TO: POLICY COORDINATION  
ACTION: OPC (1-2-3-4-5-6-7-8-9)  
INFORMATION: S/C (10-11-12), DDP (13)

ROUTINE  
19 JULY 51  
IN 15388

EE 1  
EE

*Paraphrase Not Required. Handle as SECRET Correspondence per Pars. 51 (1) 60A AR-380-5*

[ ] 408

TO: WASHG CITE: [ ]

BGFIEND.

REF 581-CAGWU.

DEGREES OF LONGITUDE IN IDENS 3, 4 SHOULD READ 18 DEGREES  
INSTEAD OF 45.

1511Z 19 JULY 51

TOR:

**SECRET**

COPY No. 4

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